# PORTLAND, EUGENE & EASTERN RAILWAY COMPANY

## TIME TABLE

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To Take Effect Sunday, March 29th, 1914, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public
The Company reserves the right to vary from this time table at pleasure

ROBERT E. STRAHORN,
*President.*

D. W. CAMPBELL,
*General Superintendent.*

# MONROE SUBDIVISION

## Eastward

| Capacity of Sidings in cars and location of scales, water, fuel and turning stations. | Second Class: 186 Mixed Daily Ex. Sun. | Second Class: 184 Mixed Daily Ex. Sun. | Second Class: 182 Mixed Daily Ex. Sun. | Second Class: 202 Freight Tues. Thurs. Sat. | First Class: 102 Eugene Passenger Daily | DISTANCE FROM EUGENE | Time Table No. 10, March 29, 1914 — STATIONS | DISTANCE FROM CORVALLIS | Westward: First Class: 101 Eugene Passenger Daily | Westward: Second Class: 201 Freight Monday Wed. Fri. | Westward: Second Class: 181 Mixed Daily Ex. Sun. | Westward: Second Class: 183 Mixed Daily Ex. Sun. | Westward: Second Class: 185 Mixed Daily Ex. Sun. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 60 WT | | | | AM L 7.30 | AM L 11.15 | 0.0 | DNR EUGENE | 41.1 | PM A s 2.05 | PM A 4.30 | | | |
| | | | | 7.40 | 11.22 | 1.9 | 1.9 O. E. CROSSING | 39.2 | 1.55 | 4.20 | | | |
| | | | | 7.45 | s11.27 | 3.9 | 2.0 DR W. P. CROSSING | 37.2 | s 1.50 | 4.10 | | | |
| 24 | | | | 8.00 | f11.39 | 8.4 | 4.5 MALABON | 32.7 | f 1.38 | 3.45 | | | |
| 40 | | | | 8.10 | f11.46 | 10.8 | 2.4 ALVADORE | 30.3 | f 1.31 | 3.30 | | | |
| | | | | 8.15 | f11.51 | 12.4 | 1.6 GEORGETOWN (No Siding) | 28.7 | f 1.26 | 3.20 | | | |
| 40 W | | | | 8.25 | f11.58 | 15.1 | 2.7 CHESHIRE | 26.0 | f 1.19 | 3.05 | | | |
| 10 | | | | 8.30 | PM f12.04 | 17.2 | 2.1 BEAR CREEK | 23.9 | f 1.13 | 2.55 | | | |
| 15 | | | | 8.40 | f12.10 | 19.6 | 2.4 FERGUSON | 21.5 | f 1.07 | 2.40 | | | |
| 50 | | | | 9.15 | s12.25 | 24.3 | 4.7 D MONROE | 16.8 | s12.55 | 2.15 | | | |
| | | | | | | | 1.4 LOGGING CAMP No. 2 | 24.6 | | | | | |
| W | | | | | | | 0.9 LOGGING CAMP No. 1 | 23.7 | | | | | |
| 12 | | | | | | | 2.5 GLENBROOK | 21.2 | | | | | |
| 12 | | PM L 1.25 | AM L 11.55 | | | | 2.5 DR ALPINE | 18.7 | | | | AM A s11.30 | PM A s 1.15 |
| 8 | | | AM L 10.40 | | | | 1.2 R McCREADY | 23.6 | | | AM A s10.30 | | |
| 6 | | | f10.55 | | | | 2.6 CEBU (Spur) | 21.0 | | | f10.15 | | |
| 5 | | | f11.05 | | | | 1.5 BELLFOUNTAIN (Spur) | 19.5 | | | s10.05 | | |
| 8 W | | s 1.35 | PM s12.05 | s11.15 AM A | | | 2.0 R BAILEY JUNCTION | 17.5 | | | s 9.55 | 11.20 AM L | s 1.05 |
| | | | | 9.25 PM | | | | | | 1.50 PM | | | |
| 28 Y | | s 1.45 PM A | s12.20 PM A | 2.00 | s12.30 | 25.7 | 2.1 R ALPINE JUNCTION | 15.4 | s12.50 | 9.25 | 9.45 AM L | | 12.55 PM L |
| 8 W | | | | 2.05 | f12.32 | 26.6 | 0.9 STARR (Spur) | 14.5 | f12.47 | 9.20 | | | |
| | | | | 2.08 | f12.34 | 27.5 | 0.9 BURNETT (No Siding) | 13.6 | f12.45 | 9.16 | | | |
| 5 | | | | 2.11 | f12.36 | 28.5 | 1.0 BARCLAY (Spur) | 12.6 | f12.43 | 9.13 | | | |
| 4 | | | | 2.15 | f12.38 | 29.5 | 1.0 BRUCE (Spur) | 11.6 | f12.41 | 9.10 | | | |
| 8 | | | | 2.17 | **f12.40** | 30.1 | 0.6 RECKARDS (Spur) | 11.0 | **f12.40** | 9.07 | | | |
| | | | | 2.20 | f12.44 | 31.0 | 0.9 WINFIELD (No Siding) | 10.1 | f12.36 | 9.04 | | | |
| | | | | 2.24 | f12.46 | 31.8 | 0.8 HUGHES (No Siding) | 9.3 | f12.34 | 9.01 | | | |
| | | | | 2.25 | f12.47 | 32.2 | 0.4 BUTTES (No Siding) | 8.9 | f12.33 | 9.00 | | | |
| 6 | | | | 2.28 | f12.48 | 32.8 | 0.6 BUCHANON (Spur) | 8.3 | f12.32 | 8.57 | | | |
| 33 | | | | 2.32 | f12 50 | 34.1 | 1.3 GREENBERRY | 7.0 | f12.30 | 8.53 | | | |
| 33 | | | | 2.42 | f12.56 | 37.3 | 3.2 DRY CREEK | 3.8 | f12.24 | 8.43 | | | |
| | | | | 2.45 | f12.58 | 38.4 | 1.1 PHEASANT (No Siding) | 2.7 | f12.22 | 8.40 | | | |
| 90 Y | | | | 2.50 | f 1.00 | 39.6 | 1.2 AVERY | 1.5 | f12.20 | 8.35 | | | |
| 60 Y | | | | 3.30 PM A | s 1.05 PM A | 41.1 | 1.5 DR CORVALLIS | 0.0 | 12.15 PM L | 8.30 AM L | | | |
| | | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Tuesday Thursday Saturday | Daily | 41.1 | | Daily | Mon. Wed. Fri. | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. |
| | | 0.20 | 0.25 | 0.35 | 3.25 | 1.50 | Time Over District | | 1.50 | 3.35 | 0.45 | 0.10 | 0.20 |
| | | 9.90 | 7.92 | 10.45 | 12.02 | 22.42 | Average Speed per Hour | | 22.42 | 11.46 | 10.93 | 7.20 | 9.90 |

**Westward trains are superior to trains of the same class in the opposite direction** (see Rule 72).

No. 201 will carry passengers between Corvallis and Monroe, and No. 202 between Monroe and Alpine Junction.

Nos. 101 and 102 stop on flag at Adkins Farm one-half mile west Georgetown.

## MOLALLA SUBDIVISION

| Capacity of Sidings in cars and location of scales, water, fuel and turning stations | Eastward First Class: 54 Mixed Daily | 52 Mixed Daily | DISTANCE FROM MOLALLA | Time Table No. 10 March 29, 1914 STATIONS | DISTANCE FROM CANBY | Westward First Class: 51 Mixed Daily | 53 Mixed Daily |
|---|---|---|---|---|---|---|---|
| 80 WT | PM L 2.15 | AM L 7.45 | 0.0 | R **MOLALLA** | 10.8 | AM A s10.30 | PM A s 3.55 |
| 18 | | | | 3.0 | | | |
| 33 | s 2.23 | s 7.53 | 3.0 | **LIBERAL** | 7.8 | s10.22 | s 3.47 |
| 8 | | | | 2.4 | | | |
| 39 Y | f 2.30 | f 8.00 | 5.4 | **LATOURETTE** | 5.4 | f10.15 | f 3.40 |
| | | | | 2.6 | | | |
| | f 2.36 | f 8.06 | 8.0 | **KRAFT** (Spur) | 2.8 | f10.09 | f 3.34 |
| | | | | 2.8 | | | |
| | s 2.45 | s 8.15 | 10.8 | DR **CANBY** | 0.0 | 10.00 AM L | 3.25 PM L |
| | PM A Daily | AM A Daily | | 10.8 | | Daily | Daily |
| | 0.30 | 0.30 | | Time Over District | | 0.30 | 0.30 |
| | 21.60 | 21.60 | | Average Speed per Hour | | 21.60 | 21.60 |

Westward trains are superior to trains of same class in opposite direction (see Rule 72).

## WILLAMINA SUBDIVISION

| Capacity of Sidings in cars and location of scales, water, fuel and turning stations. | Eastward Second Class: 382 Mixed Daily | 380 Mixed Daily | First Class: 104 Willamina Passenger Daily | DISTANCE FROM WILLAMINA | Time Table No. 10 March 29, 1914 STATIONS | DISTANCE FROM SHERIDAN | Westward First Class: 103 Willamina Passenger Daily | Second Class: 377 Mixed Daily | 379 Mixed Daily |
|---|---|---|---|---|---|---|---|---|---|
| 25 Y | PM L 4.30 | PM L 1.30 | AM L 6.45 | 0.0 | DR **WILLAMINA** | 5.5 | PM A s 7.25 | AM A s11.30 | PM A s 3.40 |
| 21 T | | | | | 5.5 | | | | |
| | s 4.50 PM A | s 1.50 PM A | s 7.05 AM A | 5.5 | DR **SHERIDAN** | 0.0 | 7.05 PM L | 11.10 AM L | 3.20 PM L |
| | Daily | Daily | Daily | | 5.5 | | Daily | Daily | Daily |
| | 0.20 | 0.20 | 0.20 | | Time Over District | | 0.20 | 0.20 | 0.20 |
| | 16.50 | 16.50 | 16.50 | | Average Speed per Hour | | 16.50 | 16.50 | 16.50 |

Westward trains are superior to trains of same class in opposite direction (see Rule 72).

Additional flag stops all trains: Shipley M. P. 1.6, Riverside M. P. 2.7.

# SPECIAL RULES

"SAFETY FIRST"

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND CLASS TRAINS WITHOUT AN ORDER TO DO SO.

### STANDARD CLOCKS.

Eugene. Corvallis. Sheridan. Canby.

### WATCH INSPECTORS.

Webb C. Ball.....General Time Inspector.....San Francisco
M. L. Kreamer.....Local Watch Inspector.....Eugene
E. W. S. Pratt.....Local Watch Inspector.....Corvallis
E. A. Priest .....Local Watch Inspector.....Canby
F. H. Newell.....Local Watch Inspector.....Sheridan

### BULLETIN STATIONS.

Eugene. Corvallis. Sheridan. Canby.

### CLEARANCE CARDS.

In issuing clearance cards operators will first fill out clearance designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance, and obtain O. K. with time and dispatcher's initials, writing same before delivery in blank space following "signal is out for."

Operator will retain carbon copy of all clearances.

Dispatcher mus write train and order numbers in his train order book as transmitted by operator from clearance card and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

Conductors and engineers must not accept clearance cards with order numbers thereon unless properly O. K.'d as above.

Rule 83-A will not apply at initial stations which are not telegraph stations nor at telegraph stations when there is no operator on duty.

### AIR BRAKE TESTS AND INSPECTION.

Air brakes must be tested whenever the train line is broken as per Air Brake Rule 14. When signal from rear end of train cannot be seen owing to foggy weather or position of train on curve, engineer will sound one blast of the steam whistle and rear brakeman will apply brakes as required in Rule 14. Engineer should watch guage and if proper reduction made acknowledge same by two short blasts of the steam whistle. Rule 24 should be observed when helper engines are cut out or picked up aheed of the regular engine.

### SPEED RESTRICTIONS.

Maximum speed of any train at any point must not exceed 40 miles per hour, and no train shall exceed a speed of 20 miles per hour around curves of 7 degrees or over.

Trains handling Steam Wrecking Crane must not exceed 25 miles per hour.

Trains handling logs not chained must not exceed 6 miles per hour over truss bridges, around sharp curves and passing through stations.

Engines running backwards between Eugene and Corvallis and Canby and Molalla must not exceed 20 miles per hour, between Sheridan and Willamina 10 miles per hour.

The following speed table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified above.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Corvallis-Monroe | Passenger and light engine | | | | 40 | Freight | 25 |
| Monroe-Eugene | " | " | " | " | 30 | " | 20 |
| Canby-Molalla | " | " | " | " | 30 | " | 20 |
| Sheridan-Willamina | " | " | " | " | 20 | " | 15 |
| Bailey Junction-Cebu | " | " | " | " | 20 | " | 15 |
| Cebu-McCready | " | " | " | " | 10 | " | 10 |
| Alpine-Alpine Junction | " | " | " | " | 20 | " | 15 |

### SPEED TABLE

| Speed per Hour | 1 Mile in Min. Sec | Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. |
|---|---|---|---|---|---|---|---|
| 6 | 10 | 21 | 2.51 | 31 | 1.56 | 41 | 1.27 |
| 8 | 7.30 | 22 | 2.43 | 32 | 1.52 | 42 | 1.25 |
| 10 | 6 | 23 | 2.36 | 33 | 1.49 | 43 | 1.23 |
| 12 | 5 | 24 | 2.30 | 34 | 1.45 | 44 | 1.21 |
| 15 | 4 | 25 | 2.24 | 35 | 1.42 | 45 | 1.20 |
| 16 | 3.45 | 26 | 2.18 | 36 | 1.40 | 46 | 1.18 |
| 17 | 3.31 | 27 | 2.13 | 37 | 1.37 | 47 | 1.16 |
| 18 | 3.20 | 28 | 2.8 | 38 | 1.34 | 48 | 1.15 |
| 19 | 3.9 | 29 | 2.4 | 39 | 1.33 | 49 | 1.13 |
| 20 | 3 | 30 | 2.0 | 40 | 1.30 | 50 | 1.12 |

### LOCATION OF OVERHEAD AND SIDE OBSTRUCTIONS.

Right-of-way fence on Avery gravel pit track between wye and the river will not clear man on side of car.

Housing over the gates of the mill pond on Fischer's Mill Spur, Corvallis, will not clear man on top of box car.

### YARDS

All trains must be under control within yard limits as listed below; see Rule 93:

EUGENE (Eugene yard limits extend to yard sign east of W. P. Crossing.)
MONROE (Monroe yard limits extend to yard sign east of Alpine Junction.)
ALPINE (Alpine yard limits extend from 1,000 feet east of siding to Logging Camp 2.)
CORVALLIS (Corvallis yard limits extend to yard sign west of Avery.)
SHERIDAN
WILLAMINA
CANBY
MOLALLA

Rule 93 will govern the movement of P. E. & E. trains using S. P. tracks at Eugene and Canby, and C. & E. tracks at Corvallis.

### LIST OF SURGEONS, HOSPITAL DEPARTMENT.

| Name | Title | Location | District |
|---|---|---|---|
| DR. F. K. AINSWORTH | Chief Surgeon and Manager | San Francisco | All. |
| DR. G. F. WILSON | Division Surgeon | Portland | Lines in Oregon. |
| DR. WM. KUYKENDALL | District Surgeon | Eugene | Monroe to Eugene. |
| DR. E. BENNETT | District Surgeon | Monroe | |
| DRS. PERNOT & JOHNSON | District Surgeon | Corvallis | Corvallis to Monroe. |
| DR. W. T. SMITH | District Surgeon | Sheridan | Sheridan to Willamina. |
| DR. H. A. DEDMAN | District Surgeon | Canby | Canby to Molalla. |

**C. W. Martyn, Assistant Superintendent.....Portland, Ore.**
**F. M. Siefer, Assistant Superintendent.....Portland, Ore.**
**G. C. Morris, Assistant Superintendent.....Portland, Ore.**
**George Wild, Assistant Superintendent.....Brooklyn, Ore.**
**F. Hanssen, Assistant Superintendent.....Portland, Ore.**
**C. H. Spencer, Assistant Superintendent.....Portland, Ore.**

**J. I. Love, Dispatcher.....Portland, Ore.**
**O. Olsson, Dispatcher.....Portland, Ore.**
**C. W. Grubbs, Dispatcher.....Portland, Ore.**
**D. J. McLardy, Dispatcher.....Portland, Ore.**
**F. W. Cantrell, Dispatcher.....Portland, Ore.**
**W. M. Scherr, Dispatcher.....Portland, Ore.**

F. L. BURCKHALTER, *Superintendent*, . . . . . *Portland, Oregon.*